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More Information

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TRAFFIC MANAGEMENT PLAN

TRAFFIC MANAGEMENT PLAN FOR THE WEST APPROACH PROJECT

A Traffic Management Plan (TMP) is a set of measures designed to reduce traffic congestion in areas impacted by construction. Various methods are used to help motorists, including the use of detours, portable message signs, traffic control officers, increased use of public transportation, public outreach, and project staging.

Traffic Management Plans (TMP) are developed by Caltrans for all major construction contracts. TMP's vary in scope and complexity, depending on the needs of the project. This brochure shows how the TMP coordinates various resources to assist motorists for the duration of the West Approach Project.

Construction staging is the largest element of the West Approach TMP. Through the implementation of temporary traffic lanes, the disruptions to weekday commute traffic will be minimal.

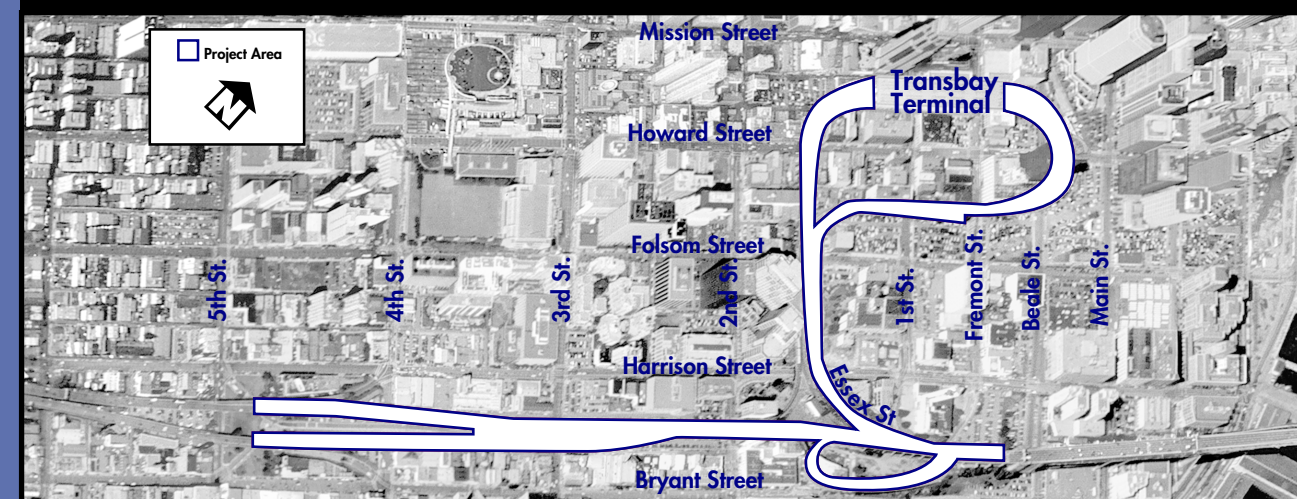
Other elements of the TMP, including public outreach and changeable message signs, help advise motorists of traffic conditions, while other components, such as tow trucks and the CHP, help streamline the flow of traffic by responding to stalls, accidents, and debris on the road. Mass transit (most notably BART) is considered a vital alternative to driving during the periods when freeway capacity will be reduced in the project area.

Overview of the Project

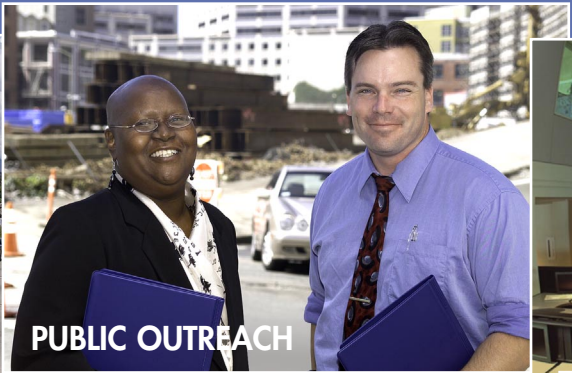
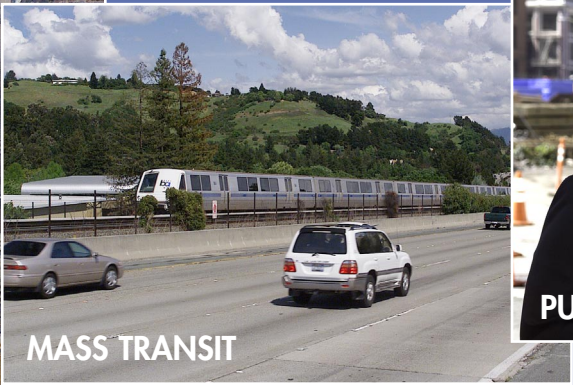
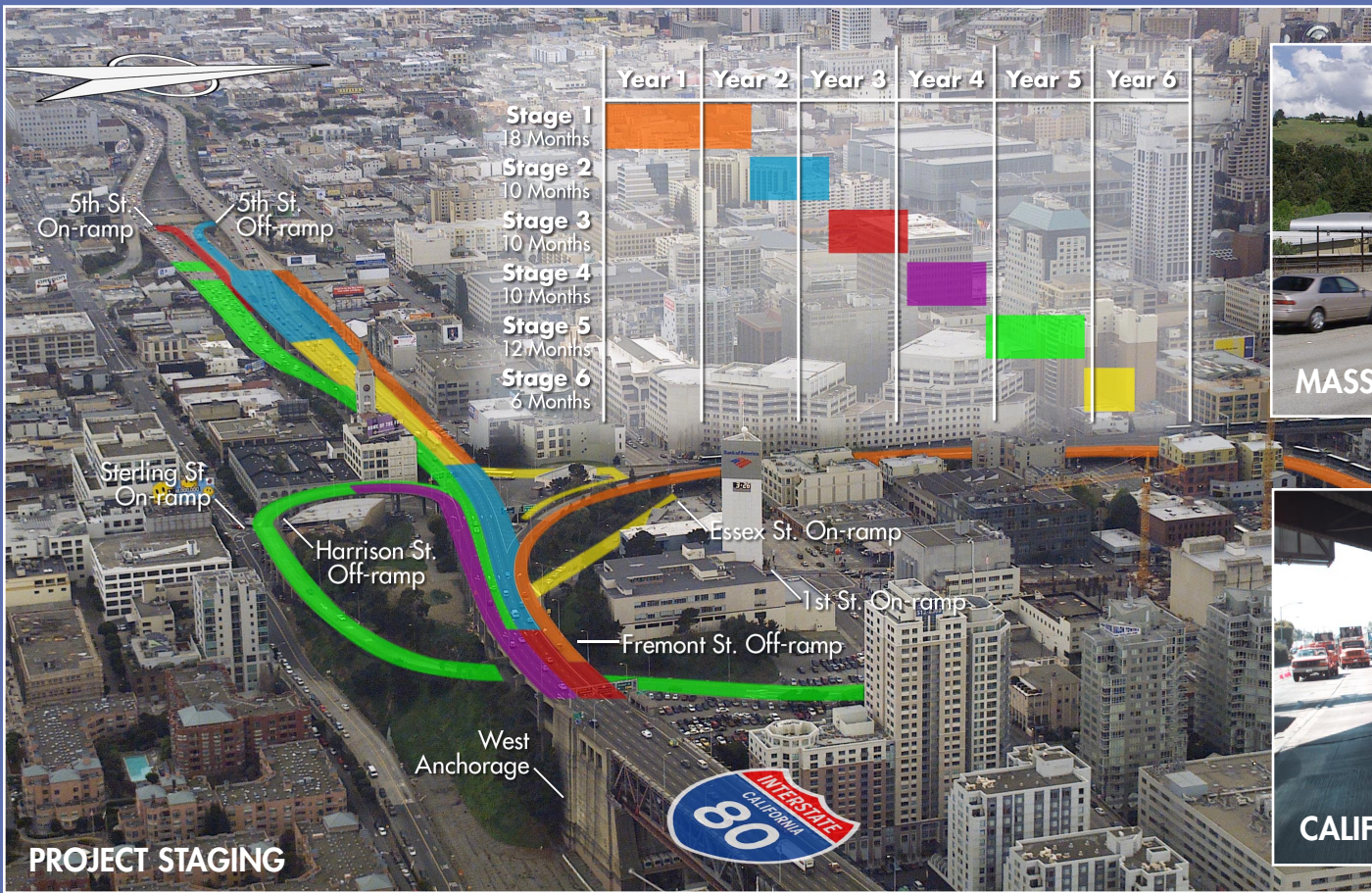
The mainline I-80 Freeway, and all ramps between 5th Street and the Anchorage at Beale Street must be removed and replaced over the next 5 years, in order to meet the current seismic standards.

In order to accommodate over 280,000 vehicles that travel on this freeway daily, Caltrans will implement an extensive TMP, with the key elements described herein.

THE WEST APPROACH PROJECT AREA



TRAFFIC MANAGEMENT PLAN



Project Staging

Project Staging is the key item of the TMP. Since any loss of freeway lanes would result in extremely heavy congestion, the project is staged to accommodate full freeway traffic during all weekday commute hours. To ease transbay commute during the weekend periods when mainline and on-ramp capacity is reduced for work in the Anchorage area, Caltrans will contract with BART for additional service.

Staging of the Project (Mainline Freeway)

- a) A new westbound structure will be built in the area adjacent to the current westbound I-80 structure.
- b) A temporary eastbound freeway will be built under the new westbound structure.
- c) The old westbound and eastbound structures will be torn down.
- d) A new eastbound structure will be built.

Work at Anchorage (Part 1)

- a) For obvious safety reasons, Caltrans cannot demolish the upper deck (westbound) while allowing traffic to flow on the lower deck (eastbound).
- b) Caltrans will close the 1st Street, and Essex Street on-ramps for up to nine consecutive weekends for demolition of the northern half of the upper deck in Fall 2005. The 1st and Essex ramps form the #1 and #2 lanes of the Bay Bridge. Essentially, the Bridge will be constricted to three through-lanes for a distance of about 400 feet.

Work at Anchorage (Part 2)

One year after the work above, Caltrans will close the 1st Street and Essex Street on-ramps, and one through-lane of the freeway for demolition work on the southern half of the upper deck for up to nine consecutive weekends.

Mass Transit Elements

- a) During all weekends when demolition work around the Anchorage will require the closure of on-ramps and mainline lanes, the Department will pay for additional BART service.
- b) The Department will reimburse MUNI for the costs of rerouting its buses during demolition activity over City streets impacting MUNI routes.
- c) The Department has reimbursed MUNI to relocate its trolley lines attached to the freeway structure.

Public Outreach

Public outreach has played, and will continue to play, a vital role in traffic mitigation.

Caltrans has hosted over 100 meetings, both large and small, to address public concerns about this project.

Caltrans will continue to hold meetings with interested parties throughout the project.

A fully-staffed public outreach center has been opened in the Transbay Terminal at 425 Mission Street in the city of San Francisco.

Traffic Management Center (TMC)

Located in Oakland, Caltrans' TMC uses video cameras installed in various locations around the project, as well as sensors under the pavement, to determine traffic conditions, and to respond to incidents by dispatching tow trucks to the scene. The TMC can also initiate broadcasts on Highway Advisory Radio (HAR) to warn motorists of incidents causing major backups.

California Highway Patrol (CHP)

CHP will assist Caltrans during major lane and ramp closures by providing cruisers at sensitive locations, in order to ensure compliance with speed limits around the construction zone, and to respond to any incidents expeditiously.